

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

January 27, 2010
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Councilwoman Peggy Neely, Phoenix, Chair	Councilmember Frank Cavalier for Mayor
Mayor Thomas Schoaf, Litchfield Park,	James M. Cavanaugh, Goodyear
Vice Chair	Mayor Yolanda Solarez, Guadalupe
# Councilwoman Robin Barker, Apache Junction	Supervisor Mary Rose Wilcox, Maricopa Co.
# Mayor Marie Lopez Rogers, Avondale	# Mayor Scott Smith, Mesa
Mayor Jackie Meck, Buckeye	* Mayor Vernon Parker, Paradise Valley
# Mayor David Schwan, Carefree	* Mayor Bob Barrett, Peoria
Councilman Dick Esser, Cave Creek	Mayor Arthur Sanders, Queen Creek
Mayor Boyd Dunn, Chandler	* President Diane Enos, Salt River
# Mayor Michele Kern, El Mirage	Pima-Maricopa Indian Community
* President Clinton Pattea, Fort McDowell	* Mayor Jim Lane, Scottsdale
Yavapai Nation	# Mayor Lyn Truitt, Surprise
# Mayor Jay Schlum, Fountain Hills	Mayor Hugh Hallman, Tempe
* Mayor Ron Henry, Gila Bend	* Mayor Adolfo Gamez, Tolleson
Lt. Governor Joseph Manuel for Governor	* Mayor Kelly Blunt, Wickenburg
William Rhodes, Gila River Indian	Mayor Michael LeVault, Youngtown
Community	* Felipe Zubia, State Transportation Board
Mayor John Lewis, Gilbert	* Victor Flores, State Transportation Board
# Mayor Elaine Scruggs, Glendale	# Roc Arnett, Citizens Transportation Oversight Committee

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Peggy Neely at 5:03 p.m.

2. Pledge of Allegiance

Lt. Governor Joseph Manuel led the Pledge of Allegiance.

Chair Neely noted that Councilwoman Robin Barker, Mayor Michele Kern, Mayor David Schwan, Mayor Jay Schlum, Mayor Elaine Scruggs, Mayor Scott Smith, Mayor Lyn Truitt, and Roc Arnett were participating by teleconference. Chair Neely introduced Lt. Governor Joseph Manuel, who was proxy

for Governor William Rhodes and Councilmember Frank Cavalier, who was proxy for Mayor James Cavanaugh.

Chair Neely noted materials at each place: a report entitled, *North American Opportunities and the Sun Corridor*, and demographic and client information that was developed by the Department of Economic Security.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

Chair Neely introduced the new Chief Executive Officer of Valley Metro Rail, Stephen Banta, who came from TriMet in Portland, Oregon. Mr. Banta expressed his pleasure in being in the Valley and that he looked forward to working with everyone. He commented that the region has a wonderful transportation system that was managed independently but when coordinated is seamless to the public. Mr. Banta stated that he is committed to working with all of the agencies to provide connectivity throughout the Valley.

3. Call to the Audience

Chair Neely noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Neely recognized public comment from Dianne Barker, who said that she took the number 44 bus and light rail to the meeting. Ms. Barker stated that lately, light rail is packed and she enjoyed riding with the kids. She said that her foldup bike is a novelty to them. Ms. Barker stated that she went to the CTOC meeting and things are better there because it has adopted the MAG process for citizen comments. She commented that at the meeting, she heard that the County has more money for the freeway system than the State, which is in a dire situation. Ms. Barker referenced public comment given at last month's meeting by Mr. Tracy. Ms. Barker stated that the region's bus rapid transit system could be faster at moving people than cars. Chair Neely thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He announced that the biennial Desert Peaks awards event will be held following the June 30, 2010, Regional Council meeting. Mr. Smith stated that the application has been emailed in order to save postage costs and he noted that the due date for applications is March 12, 2010. He stated that awards will be presented for regional excellence in the categories of Public Partnership, Public Private

Partnerships, Professional Service, Regional Partnership, and Regional Excellence. Mr. Smith stated that MAG is seeking nominations for judges from the Regional Council.

Mr. Smith stated that the Greening Water and Wastewater Infrastructure Workshop, sponsored by MAG through the Arizona Department of Environmental Quality, was held on January 12, 2010, at the University of Arizona Virginia G. Piper Auditorium. He noted that MAG worked with the League of Arizona Cities and Towns on the workshop and this statewide event was very successful: approximately 150 people attended.

Mr. Smith noted that demographic and client information in ten cities and the County, developed by the Department of Economic Security (DES), was at each place. He noted that the DES budget information was also included, and he added that the Legislature has reduced the DES budget by 32 percent in the last 18 months. Mr. Smith commented that there are concerns that individuals being served by DES will need to seek assistance from municipalities if the DES budget is reduced further. He commented that the DES budget needs support by MAG.

Mr. Smith noted that the Joint Public Hearing with the State Transportation Board, Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department will be held on Friday, March 19, 2010, at noon. He stated that the hearing provides an opportunity for the public to comment on the ADOT Five Year Construction Program, the MAG Transportation Improvement Program and Regional Transportation Plan Update, and an update on transit issues and plans by Valley Metro, METRO and the City of Phoenix Public Transit Department. Mr. Smith stated that Regional Council members are invited to have lunch with the Board and attend the hearing.

Mr. Smith stated that the Sun Corridor Joint Planning Resolution was signed by MAG, the Central Arizona Association of Governments (CAAG), and the Pima Association of Governments (PAG), and establishes a Joint Planning Council for the Sun Corridor. He noted that the report entitled, *North American Opportunities and the Sun Corridor*, which discusses opportunities in the Sun Corridor, and was issued at that meeting, was at each place. Mr. Smith stated that the report was compiled by Arizona State University and MAG staff at a cost of \$12,000. He noted that thank you letters have been sent to the university's President, Dr. Crow.

Mr. Smith then updated members on the possible opportunity for a new Pacific coast megaport at Punta Colonet, Mexico. He reported that on January 12, 2010, Mexico's undersecretary of the Department of Communications and Transportation, Humberto Trevino Landois, says his government will be awarding contracts this year for development of the Punta Colonet megaport and airport. Mr. Smith reported that Mr. Landois said that 20 companies have consulted with his agency on drafting the offer.

Mr. Smith displayed a map of global trade corridors in the Pacific rim and pointed out that it is extremely competitive to bring freight through Punta Colonet instead of Long Beach or Prince Rupert ports. Mr. Smith displayed a chart that showed that the trip time from Hong Kong to Punta Colonet is the shortest to the interior hubs of Chicago, Dallas and Memphis than Long Beach, Houston, Savannah, and New York. He stated that this is an opportunity to have an inland port in Arizona, and not be a pass through.

Mr. Smith noted that a possible MAG freight study could be approved in the new MAG Work Program, in addition to an initiative by AECOM which has put \$300,000 toward studying the Sun Corridor area. Mr. Smith stated that AECOM is studying Dubai, the Sun Corridor, and a city in China. He reported that he had spoken to the Executive Director of the Yuma COG, who has had discussions with the Union Pacific Railroad. Mr. Smith stated that earlier opposition in Yuma has led to discussion of freight moving through Calexico instead. Mr. Smith commented that this is a matter of elected officials in Arizona communicating to Union Pacific that the State is interested in an inland port in Central Arizona.

Chair Neely requested that staff bring back a structure for studying this issue; it could be a subcommittee. Mr. Smith said that he thought of bringing together representatives of those organizations who have been studying and discussing the port and the Sun Corridor, such as AECOM, the group conducting the CANAMEX study, the Yuma area, and a technical team from the Joint Planning Council. He stated that the elected officials could be brought in after this meeting. Chair Neely requested that recommendations be brought to the Executive Committee.

Supervisor Wilcox suggested working with the Arizona/Mexico Commission, who has done a lot of work on ports. She added that Margie Emmerman, who was formerly with the Governor's office, would be a good contact at the organization.

Chair Neely thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the Consent Agenda. She noted that no public comment cards had been received.

Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Hallman moved to approve the Consent Agenda. Mayor Lewis seconded, and the motion passed unanimously.

5A. Approval of the December 9, 2009, Meeting Minutes

The MAG Regional Council, by consent, approved the December 9, 2009, meeting minutes.

5B. Status Report on the Performance Measurement Framework and Congestion Management Update Study

Proposition 400 was passed by Maricopa County voters in November 2004 extending the half cent sales tax through 2025 and establishing legislative statutes that require MAG to develop a multimodal performance monitoring program for the regional transportation system. Beginning in 2010 and every five years thereafter, ARS 28-6313 requires the Auditor General to contract with an independent auditor to conduct a performance audit of the regional transportation plan and projects scheduled for funding during the next five years. The MAG Regional Performance Report completes Phase II of the Performance Measurement Framework and Congestion Management Update Study. A summary of

analysis and findings is provided; the final report and interactive website are available at the MAG website. This item was on the agenda for information and discussion.

5C. FY 2011 MAG Human Services Coordination Transportation Plan

The MAG Regional Council, by consent, approved the FY 2011 MAG Human Services Coordination Transportation Plan. The federal Safe and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317). MAG has developed this coordination plan each year in compliance with this requirement since 2007. The fiscal year (FY) 2011 MAG Human Services Coordination Transportation Plan was recommended for approval by the MAG Human Services Technical Committee, the MAG Management Committee, and the MAG Human Services Coordinating Committee.

5D. Project Changes - Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. ADOT is requesting financial changes to three projects and adding a new pavement preservation project. Additionally, MAG member agencies are requesting changes to project limits related to federal funded projects, and requesting two new projects to be funded with STP-TEA funds; these projects were approved for funding by the ADOT State Board. Tables of proposed amendments and administrative modifications to the FY 2008-2012 TIP and RTP are enclosed. Each of the projects was heard and voted on for approval at their technical advisory committee. The MAG Management Committee and the Transportation Policy Committee recommended approval of the amendments and administrative modifications.

5E. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development as of January 19, 2010. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. This item was on the agenda for information and discussion.

5F. Unobligated American Recovery and Reinvestment Act Local Funds - Technical Programming Modifications

The MAG Regional Council, by consent, approved the guidelines for programming unobligated American Recovery and Reinvestment Act (ARRA) Local funds that were approved by the MAG Regional Council on December 9, 2009, be modified in order that the local agency with the ARRA project savings will have local discretion to move the project savings to another existing ARRA project in that jurisdiction; and/or swap the ARRA funds with ADOT-STP funds and move the project savings to an eligible project that is above \$200,000 and can obligate before September 30, 2010, including new projects. Any jurisdiction that cannot meet the \$200,000 threshold and obligation deadline of September 30, 2010 will return the project savings to the regional pool for reallocation. Through the MAG committee process, discussions have been held regarding the anticipated unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds due to low project cost bids and projects not obligating by the March 2, 2010 deadline. An approval of policy and programming recommendations by the MAG Regional Council on December 9, 2009 addressed how unobligated American Recovery and Reinvestment Act (ARRA) Local funds (due to either projects not obligating or project cost savings) are to be programmed. Since the approval, the Transportation Review Committee met and has recommended further technical clarifications on programming to be addressed for the policy recommendation to move forward. The MAG Management Committee and the Transportation Policy Committee recommended approval of the guidelines recommended by the Transportation Review Committee.

5G. Appointment of Vice Mayor Shana Ellis, City of Tempe, to Serve as One of the Seven Largest Cities/Towns Elected Officials on the Transportation Policy Committee

The MAG Regional Council, by consent, appointed Vice Mayor Shana Ellis, City of Tempe, as the one of the seven largest cities/towns elected officials on the Transportation Policy Committee. The composition of the Transportation Policy Committee (TPC), established by the Regional Council on April 24, 2002, includes elected officials from the seven largest cities/towns. In June 2008 the Regional Council appointed the list of TPC members. Mayor Hugh Hallman, the elected official representing the City of Tempe on the TPC, notified MAG that the City is requesting that Vice Mayor Shana Ellis represent Tempe on the TPC. The appointment of Vice Mayor Shana Ellis to the TPC by the Regional Council as one of the seven largest cities/towns elected officials is requested.

5H. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

On September 30, 2009, a status report was provided to the MAG Regional Council on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter. Previously, at the June 10, 2009 MAG Management Committee meeting, discussion took place on the implications of delaying the expenditure of MAG Federal Funds. In addition to projects listed in the Transportation Improvement Program, street

sweepers were given as an example. In some cases approved sweeper projects have taken up to three years to request reimbursement. The delay in requesting reimbursement for street sweepers results in obligated federal funds being carried forward in the MAG Unified Planning Work Program and Annual Budget. The Federal Highway Administration has expressed concern regarding the amount of obligated funds being carried forward in the Work Program. To assist MAG member agencies in tracking the purchase of approved sweepers, periodic updates will be provided on the status of the reimbursement requests. The purchase of PM-10 Certified Street Sweeper Projects supports the committed measure “Sweep Streets with PM-10 Certified Street Sweepers” in the MAG 2007 Five Percent Plan for PM-10. Also, it is important to note that for the conformity analysis for the Transportation Improvement Program and Regional Transportation Plan, MAG only takes emission reduction credit for approved street sweeper projects that have received reimbursement. This item was on the agenda for information and discussion.

5I. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ Funding

The MAG Regional Council, by consent, approved a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget and the FY 2008-2012 MAG Transportation Improvement Program contain \$1,310,000 in FY 2010 Congestion Mitigation and Air Quality (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$354,018 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,664,018. All of the nine sweeper projects for FY 2010 may be funded with the \$1,664,018 in available CMAQ. On December 10, 2009, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2010 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 13 and November 10, 2009, in accordance with the Draft FY 2009 MAG Federal Fund Programming Principles. The MAG Management Committee recommended approval of the prioritized list.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment involves several projects, including Arizona Department of Transportation projects for FY 2010. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment are requested by January 22, 2010. This item was on the agenda for consultation.

5K. Discussion of the Development of the Fiscal Year 2011 MAG Unified Planning Work Program and Annual Budget

Each year, the MAG Unified Planning Work Program and Annual Budget is developed in conjunction with member agency and public input. The Work Program is reviewed each year by the federal agencies in the spring and approved by the Regional Council in May. Because of the continuing uncertainty of economic conditions, MAG staff is recommending that the calculation of draft Dues and Assessments for FY 2011 be maintained at the same level approved for fiscal year 2010. A fifty-percent reduction to the dues and assessment total was approved in the FY 2010 budget. The reductions in the Dues and Assessments for fiscal year 2011 costs would continue to be covered by MAG reserve funds. In the January 10 and February 14, 2005 MAG Regional Council Executive Committee meetings the committee discussed that a minimum dues and assessments amount be set to cover some administrative costs of MAG committee meetings. The minimum amount of \$350 for MAG Dues and Assessments was recommended in the February 14th meeting and this amount was adopted in the FY 2006 MAG Unified Planning Work Program and Annual Budget. The minimum dues and assessments amount has been approved in the MAG Budgets for FY 2006 through FY 2009. The minimum dues and assessments for our members was waived in the FY 2010 MAG Budget. The MAG draft Dues and Assessments for FY 2011 are presented with each of the options for your review and discussion: Attachment A: With the minimum dues and assessments applied, and Attachment B: Without the minimum dues and assessments applied. Applying the minimum dues and assessments increases the dues for four members including the Town of Carefree, the Fort McDowell Yavapai Nation, the Town of Gila Bend, and the Gila River Indian Community. This slight increase for each of the four members has the effect of a slight decrease in dues for the remaining members. At the January 19th Regional Council Executive Committee meeting, staff was directed to call the four members affected by setting a minimum dues amount to gauge the impact to those members. This overview of MAG's draft Dues and Assessments for FY 2011 (Attachments A and B) provides an opportunity for early input into the development of the FY 2011 Work Program and Budget. The draft Dues and Assessments documents are footnoted for information. The population numbers used in the draft Dues and Assessments calculation are updated using the most recently approved population estimates for 2009 as indicated on the draft Dues and Assessments for FY 2011 in Attachments A and B. The information in the footnotes to the draft Dues and Assessments, (b), (c), (e), (f), (g) and (h) remains the same from prior years and describes the calculations for the 9-1-1 Planning Assessment, the Homeless Prevention Assessment and the county portion of the population calculation, respectively. The draft Dues and Assessments increase each fiscal year is calculated using the average CPI-U from the prior calendar year. Because of the continuing uncertainty of economic conditions, MAG staff is proposing no overall increase in draft Dues and Assessments for FY 2011. The recommended overall total for the draft Dues and Assessments remains the same as fiscal year 2010, with changes for individual members because of population shifts and, if approved, the application of minimum dues and assessments. A draft budget timeline is included as Attachment C. The webinar presentation of the draft budget is tentatively scheduled for Thursday, February 25, 2010 at 1:30 p.m. in the MAG Palo Verde Room. An invitation to the MAG fiscal year (FY) 2011 Budget Webinar will be included in the February agenda material. This item was on the agenda for information and input on the development of the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget.

6. ADOT Budget Update

John Fink, Assistant Director and Chief Financial Officer for ADOT, provided an update on the status of the ADOT budget and revenue collections. He displayed a slide that showed the Highway Users Revenue Fund (HURF) collections since 2001. Mr. Fink commented that HURF experienced positive growth until 2007, and it declined 2.8 percent in FY 2008, 7.1 percent in FY 2009, and 7.4 percent in the first six months of FY 2010.

Mr. Fink displayed a chart of the percentage change in the Regional Area Road Fund (RARF) since 2001. He said that as with the HURF, RARF revenues were growing through FY 2007, but beginning in FY 2008, revenue declined 3.2 percent. Mr. Fink advised that RARF revenue was down 13.7 percent in FY 2009 and down 12.8 percent in the first six months of FY 2010.

Mr. Fink stated that the next group of slides showed transportation revenue growth on a 12-month moving average per category. He stated that the gas tax, which is the largest component of HURF, peaked in FY 2007 and revenue is currently at approximately \$455 million, about nine percent below peak. Mr. Fink stated that we have returned to March 2004 levels, but the good news is that the gas tax revenue appears to be stabilizing and even improving slightly because collection was 4.8 percent higher in December 2009 than in December 2008.

Mr. Fink stated that the vehicle license tax (VLT) peaked at about \$395 million and is currently at about \$340 million. He commented that we are at September 2005 levels and about 14 percent below peak. Mr. Fink noted that the decline has not stabilized, yet it is not quite as severe.

Mr. Fink stated that retail sales is the largest component of the RARF, and it peaked at about \$188 million. He noted that it is currently at about \$146 million, which is the July 2004 level, down seven percent from peak. Mr. Fink stated that they are seeing slowing in the rates of decline, but it has not stabilized.

Mayor Hallman asked if the December number reported the November sales. Mr. Fink replied that was correct. Mayor Hallman asked if the December numbers had not yet been analyzed. Mr. Fink replied that was correct; they had not yet received a report from the Department of Commerce. Mayor Hallman noted that his city's report showed that December's sales were down.

Mr. Fink stated that contracting revenue is at the same level as 1999. He reported that it was about \$74 million at the peak and is now about \$37 million, a decrease of 50 percent from peak.

Mr. Fink displayed a graph prepared by the Governor's Office that highlights the deficit that began in 2008, and he noted that the revenues and expenditures were in balance from 2002 to 2007. He stated that by 2014, the State's budget deficit is expected to be \$5 billion. Mr. Fink stated that the ADOT budget was impacted by transfers over the past nine years of about \$542 million from HURF and the State Highway Fund to the Department of Public Safety (DPS). He noted that these transfers took place even when the budget was in balance. In addition, Mr. Fink stated that transfers to DPS and the State's general fund from the VLT over the past nine years total about \$248 million.

Mr. Fink displayed a chart that showed the discretionary portion of the State Highway Fund cash balance used to fund operations from FY 2007 to FY 2010. Mr. Fink explained that since February 2008, at some point, the State Highway Fund ran a negative balance which was to be covered with other funds. Mr. Fink stated that the declines have become fairly dramatic as the impacts from the transfers become known. He pointed out that this chart did not show the number of days each month where the State Highway Fund runs a negative balance. He added that until this fiscal year, there were two to three days per month when this would occur, but over the last several months, the fund has run a negative balance almost every day. Mr. Fink commented that ADOT is a general fund agency and can operate only as long as it has cash.

Mr. Fink then showed a chart that illustrated how much the HURF revenue projections have changed. He said that the official projections for FY 2010 through FY 2019, which were done in September 2008, showed a projection of revenue of about \$18 billion and a growth rate of about 4.9 percent. Mr. Fink stated that when the projections were revised in September 2009, the revenue was forecast at about \$14.5 billion and a 3.6 percent growth rate. Mr. Fink noted that this is a variance of about \$3.6 billion. Mr. Fink also pointed out the distributions of HURF revenue to show the impact to cities, towns, and counties. He advised that he recommended the revised September 2009 forecast be lowered another \$2.5 million.

Mr. Fink stated that the RARF revenue projection for FY 2010 to FY 2026 that was done in September 2008 forecast revenue of about \$12.1 billion. He said that ADOT developed an interim forecast in January 2009 when they realized the forecast was not achievable and it showed revenue at about \$10.3 billion. Mr. Fink stated that in September 2009, when ADOT developed the official projections, the revenue forecast was reduced to about \$9.9 billion, a reduction of about \$2.2 billion in one year. He commented that based on how the RARF collections are running, he thought the September 2009 forecast was optimistic.

Mr. Fink stated that ADOT's FY 2007 budget appropriated by the Legislature was about \$391.8 million and the FY 2010 budget had risen to \$426.2 million. He advised that ADOT can only execute a budget to the extent it has cash. He indicated that beginning in 2009, as a result of revenue declines and transfers, the State Highway Fund had only \$360 million and ADOT was compelled to reduce its operating budget by about \$60 million less than appropriated. Mr. Fink stated that the situation was more acute for FY 2010 and ADOT anticipates having only \$320 million, about \$106 million less than appropriated.

Mr. Fink stated that as a result, they have had to resort to a number of activities to address the shortfall, including closing rest areas and motor vehicle division offices, instituting employee furloughs, and cutting back maintenance. He said they have laid off about 115 employees, which is in addition to the 600 positions that are unfilled out of 4,700 total positions.

Chair Neely asked Mr. Fink if he had adjusted the numbers to reflect the rescission dollars at the federal level. Mr. Fink replied that ADOT, in its planning, assumed that Congress would fix the rescission problem. He commented that ADOT had significant rescission problems in 2009 that they addressed with a number of strategies. Mr. Fink reported that currently, ADOT is in a situation where it has less

in apportionments than in obligation authority, and if Congress does not fix the rescission problem, ADOT will not be able to fully utilize the obligation authority it has.

Mayor Lewis asked the status of the closure of DMV offices. Mr. Fink replied that approval has been received from the Department of Justice relative to ADOT's request to close 12 DMV offices. He indicated that ADOT is in the process of deciding which locations will close, and the timeframe for closure.

Supervisor Wilcox expressed her appreciation to ADOT for the improvements to west I-10.

Chair Neely thanked Mr. Fink for his report to the Regional Council.

7. Proposed Federal Economic Stimulus Legislation

Eric Anderson reported on the potential Stimulus II legislation. He stated that the "Jobs for Main Street" bill, which is patterned after the American Reinvestment and Recovery Act (ARRA) legislation, was passed by the U. S. House of Representatives by a close vote of 217-212 on December 16.

Mr. Anderson stated that the funding levels for this legislation are about the same as the ARRA legislation: approximately \$27.5 billion for highways and streets and about \$8.4 billion for transit. He added that the eligible uses, process, and reporting requirements appear to be almost identical to those in the ARRA legislation. Mr. Anderson noted that the bill is now on its way to the Senate, where it is speculated that the funding for highways and streets will be about half of that in the ARRA legislation. Mr. Anderson reported that staff has heard that ARRA came in over budget and he added that there is concern in the Senate for the federal deficit. He commented that the prospects for a second stimulus bill are more cloudy than last week, but staff will continue to monitor the situation.

Mr. Anderson explained that the spending rate in the Jobs for Main Street bill is faster than ARRA: it requires 50 percent of the highway funding and 50 percent of the transit funding be under contract in 90 days. He indicated that the spending rate may stay the same in the Senate version. Mr. Anderson noted that the ARRA legislation required 50 percent of the ADOT funds be obligated within 120 days and 50 percent of the transit funds must be obligated within 180 days. Mr. Anderson stated that under the 90-day provision, not only does the project have to go to bid, but also be awarded and the contract signed. He commented that this is virtually impossible to accomplish in 90 days, unless some of the work has been done beforehand and MAG staff have been meeting with ADOT on how to accomplish this. Mr. Anderson stated that the Jobs bill also continues the provision that ten percent of the transit funds can be used toward operations.

Mr. Anderson stated that if the numbers in the Jobs bill remain consistent with the ARRA amounts and the State Transportation Board uses the same allocation of 37 percent, MAG could be allocated the following amounts: \$130 million in State Highway funds; \$105 million in Local ARRA funds; and \$65 million in Transit funds.

Mr. Anderson stated that MAG staff have been meeting weekly with ADOT and the Federal Highway Administration on the potential Stimulus II legislation, and they asked MAG to get projects ready to be

under contract. He stated that projects have to be fully developed to meet the 90-day deadline, and processes such as environmental work have to be completed already. Mr. Anderson advised that in addition, out of the \$105 million of Local funds, there may be another \$10 million to \$25 million in bid savings that need to be obligated by September 2010 and also more than \$100 million of MAG FY 2010 Congestion Mitigation and Air Quality funds and Surface Transportation Program funds that need to be spent.

Mr. Anderson advised that MAG and ADOT identified two Proposition 400 projects that could be ready to be under contract in 90 days and are being proposed as design-build projects: a project for HOV lanes on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 (\$146 million); and a project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 (\$139.5 million). Mr. Anderson noted that the Loop 101 project has major regional benefit: it would complete the HOV system and also would correct an interchange problem at I-17. He noted that those both of those systems were designed to be able to build the HOV connections very economically, and that is why those projects are being included.

Mr. Anderson stated that the TPC recommended approval of a proposed amendment to the MAG FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan 2007 Update to include a design-build project on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 (\$146 million), and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 (\$139.5 million) and that the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update be amended subject to the necessary air quality conformity analysis and funding being provided from the Jobs for Main Street bill.

Chair Neely asked Mr. Anderson if the reason that two projects were targeted is to ensure that projects are ready that could utilize the money in the 90-day timeframe. Mr. Anderson replied that was correct and because the ADOT Local Governments Section does not have the capacity to do much more than they are currently doing. He stated that this is an economical way to get the money obligated. Mr. Anderson advised that both projects have major regional benefits and, as projects are funded with other sources, other freeway program funds are freed up, and some of the deferred projects could be brought back in.

Chair Neely noted that the two projects also provide a balance of spending in the region.

Councilmember Cavalier asked if the Loop 202 around South Mountain to I-10 was a part of the ARRA program. Mr. Anderson replied that the project is not a part of this program and the environmental impact statement is underway.

Mayor Hallman moved approval of a proposed amendment to the MAG FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan 2007 Update to include a design-build project on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 (\$146 million), and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 (\$139.5 million) and that the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update

be amended subject to the necessary air quality conformity analysis and funding being provided from the Jobs for Main Street bill. Mayor Meck seconded.

Mr. Smith noted that due to concerns that Local ARRA funds could be lost, the technical programming modifications for unobligated ARRA funds were heard through the MAG committee process. He said that approval by the Regional Council of the modifications in agenda item #5F earlier in the meeting allows swapping the ARRA funds with ADOT-STP funds. Mr. Smith stated that a letter will be sent regarding this swap.

With no further discussion, the vote on the motion passed unanimously.

8. Transportation Roles and Responsibilities Update

Eric Anderson, MAG Transportation Director, began his report by explaining that with guidance from the MAG Executive Committee, a staff Working Group of representatives from MAG, the City of Phoenix Public Transit Department, the Regional Public Transportation Authority (RPTA), and Valley Metro Rail (METRO) has been meeting for the past several months to examine the regional transit programming and planning roles and responsibilities. Mr. Anderson stated that the group's goal was to make incremental changes that will improve the transit planning and programming processes, which are items within MAG's federal responsibilities.

Mr. Anderson displayed a slide that showed a graphic representing the integrated transportation planning areas that came from the Central Phoenix Peer Review panel in February 2009, which looked at how transportation investments in central Phoenix interact. Mr. Anderson stated that a number of the recommendations from the Review are being integrated into MAG's planning process. He commented that effective planning requires having hands-on oversight of all the pieces, and he asked how is a truly effective system designed when portions are being planned by others? Mr. Anderson stated that park and ride lots are good examples of facilities that benefit from integration of planning: they require transit planning, freeway planning, and arterial street planning. He commented that MAG as the MPO can put those together in an economical way.

Mr. Anderson stated that the objectives are to provide better integration of all modes of travel in the Regional Transportation Plan (RTP); continue development of a transit program that reflects regional priorities identified in the RTP through the programming process; ensure that MAG is meeting its responsibilities to develop an integrated long range transportation plan; to develop and administer the Transportation Improvement Program; provide administrative oversight of the utilization of Proposition 400 funds; and clarify roles and responsibilities among the four agencies to reduce duplication and to ensure a more efficient and integrated planning process.

Mr. Anderson noted that in September 2009, the MAG Regional Council approved that MAG program the transit funds in the region, and established the MAG Transit Committee, which is chaired by Debbie Cotton, Director of Phoenix Public Transit. Mr. Anderson noted that there are a number of activities underway to program the transit funds. He said that since September, staff have been working on other aspects of transit planning, such as transit oriented development and sustainability. Mr. Anderson stated that MAG as the MPO has the federal responsibility to do an integrated long range transportation plan,

and is also charged with that responsibility in state law through HB 2292, which set up the planning process that led to Proposition 400.

Mr. Anderson noted that seven recommendations were developed by the Working Group for consideration that staff feel the other agencies support: 1). MAG is responsible for transit system planning activities; 2). Alternatives Analysis projects, recommendations for alignment, technology and budget are reviewed and approved through the MAG process; 3). RPTA and METRO consider consolidation of project development functions; 4). Regional sustainability issues are coordinated at MAG; 5). Regional Transit Oriented Development issues are coordinated at MAG; 6). Recommend any statutory changes at February Executive Committee. 7) Report any additional recommendations in June.

Chair Neely thanked Mr. Anderson for his report and asked if there were any questions.

Mayor Hallman stated that the purpose of the motion at Executive Committee was that this item would not be brought to the Regional Council unless sufficient progress had been made by RPTA and METRO on the Memorandum of Understanding (MOU). He asked Mr. Anderson if he felt progress had been made. Mr. Anderson replied that he thought progress had been made on the MOU and a meeting was scheduled for Friday to go through the final changes. He added that the MOU is anticipated to come before the Regional Council in February.

Mayor Hallman asked if the action tonight should be to not take action until February. Mr. Anderson replied that action was at the prerogative of the Regional Council.

Chair Neely recalled that at the January Executive Committee meeting, the RPTA Executive Director, Dave Boggs, said that he would recommend support of the recommendations at the RPTA Board meeting. She commented that she was in the audience at the RPTA Board meeting and that is not what she heard. Chair Neely stated that the item was delayed and she asked for clarification from RPTA staff.

Bryan Jungwirth, RPTA Deputy Director, reported that RPTA staff brought forward the recommendations. Mr. Jungwirth noted that the Board basically agreed on the recommendations, however, this was the first time the members had seen the recommendations because the Executive Committee had taken action on them just days prior to the RPTA Board meeting. He stated that the Board has now seen the recommendations and members requested that staff provide the pros and cons of the recommendations and a graphic of how planning works currently.

Chair Neely asked if that request took place after discussion of the item because she did not recall any of that discussion. She expressed that she was confused because the Executive Committee thought that Mr. Boggs would be making a recommendation for approval of the recommendations to the Board. Chair Neely said that she did not recall him bringing up those items and asked if it happened later in the meeting.

Mr. Jungwirth replied that Supervisor Wilcox asked that those two items be developed.

Supervisor Wilcox stated that she had made the request because the RPTA Board members had not seen the report until almost the last minute and wanted more input. She said that members were concerned

about duplication and had questions on the roles and responsibilities. Supervisor Wilcox stated that the Board was not prepared to adopt the MOU and they understood there was time and could have a full discussion in February. She added that the Board does not want to bog down the process, but wanted to be aware of any impacts action taken would have on the RPTA.

Mayor Hallman stated that he thought the goal of action taken by the Executive Committee was to defer action to February if sufficient progress had not been made on the MOU, so that the other boards could catch up, provide input, and approve the MOU, which would then come back to the Regional Council in final form. He commented that since the boards of RPTA and METRO meet again before the next Regional Council meeting, and the fact that the METRO Board has had no presentation on this and also has a new Chief Executive Officer, he would seek to adopt this at the February Regional Council meeting. That way, all three organizations adopt the MOU at the same time and have a united front, especially if changes in statutes are needed. Mayor Hallman explained that the reason the change is needed is that there is plenty of room for interpretation that MAG is not the primary role under state statutes and federal statutes do not necessarily preempt that. He reported that Tempe Vice Mayor Shana Ellis, who sits on the RPTA Board, was concerned that this was moved past the RPTA Board by MAG. Mayor Hallman remarked that the issue is so close to resolution, he would be willing to defer action until the February Regional Council meeting with the anticipation that the RPTA Board would have caught up. He asked Mr. Jungwirth if he thought that was likely.

Mr. Jungwirth replied that he believed this was likely. He stated that the MAG MOU has been drafted and finalized today, but they have not yet seen a copy. Mr. Jungwirth stated that the mailout of the RPTA Transit Management Committee agenda was the next day and he felt adding the MOU to the agenda in the next couple of days would be appropriate.

Chair Neely expressed that her frustration was that at the Executive Committee meeting, she pointedly asked Mr. Boggs what he was going to do on the proposal and he said that staff was supportive. She remarked that never once at the RPTA Board meeting did RPTA staff take a position. Chair Neely stated that she wanted to ensure that everyone is working together to get to the same end and she felt like there was a lot of delay. She requested Mr. Jungwirth to convey her comments to Mr. Boggs. Chair Neely expressed that she wanted to be cooperative and make this work and she did not believe that there should be separate agendas among the agencies. She said that different people sit on different boards, but all represent the same agencies, and she added that duplication at a time like this is absolutely unacceptable.

Supervisor Wilcox commented that in fairness to Mr. Boggs and RPTA staff, they did not come out in opposition, but there were so many questions from Board members it would have been difficult for RPTA staff to recommend moving forward. She indicated that she thought the questions would be answered, and she noted that one concern is different members representing the same city on different boards makes for confusion. Supervisor Wilcox stated that she is lucky because she sits on two of the three committees, however, that might be something to address, or have more coordination with cities who have different representatives on the three boards.

Chair Neely stated that she felt that the Boards were not working regionally but were working individually. She said that she felt MAG was given a commitment by Mr. Boggs at the Executive

Committee meeting. Chair Neely stated that she understood the committee's concerns and she would get Supervisor Wilcox the minutes of the Executive Committee to show Supervisor Wilcox what Mr. Boggs said.

Mayor Hallman stated that Chair Neely has spoken more passionately about regionalism than any Phoenix representative he has heard. He encouraged that the minutes be delivered to Phoenix Councilmember Michael Johnson, Chair of the RPTA Board, who was vehemently opposed to the motion of merging two agencies. Mayor Hallman stated that he could not say it better than Chair Neely about how all the different members representing the same cities on a variety of boards is becoming absurd and it would be nice if duplication on boards could be eliminated and the executive directors of bus and rail would not have to talk on the phone, but could talk to himself or herself.

Mayor Hallman moved to defer this item to the next Regional Council meeting pending completion of an agreed-to Memorandum of Understanding that he anticipated the RPTA and METRO Boards would have taken action on in an effort to consolidate the way in which planning is undertaken in Maricopa County. Supervisor Wilcox seconded.

Mr. Smith stated that this discussion is exactly the issue: it is very confusing if you have different people from the same city serving on three boards voting on the same issues, often differently. It is a recipe for disaster. Mr. Smith stated that the recommendations that were developed over a six-month period say that there are issues that should not be voted on by other boards in order to eliminate confusion. He stated that the grand scheme is the consolidation that Mayor Hallman spoke about, and this is the half step.

Mayor Scruggs stated that we have been down this road before. She commented that this particular issue explained by Mr. Smith and Mayor Hallman is the same as the process on the Regional Office Center where there were multiple organizations with different people representing the same organization and voting differently at different times. Mayor Scruggs expressed her agreement that we have to get to a point where we work on a regional basis and each jurisdiction speaks with one voice. She suggested one issue that could be considered when the time is appropriate is whether all members vote on everything, or are there members who have interests such as transportation who would vote only on transportation and not other issues.

Chair Neely expressed appreciation for Mayor Scruggs's comments. She said that she thought the system of all forms of transit needed to be moved forward and the only way to do that is by streamlining.

Mayor Scruggs clarified that her comments pertained to the role of the private sector members.

Chair Neely asked Mr. Anderson to talk about that when the Regional Council meets again.

Mayor Scruggs stated that the overall goal is to stop having meetings one on top of the other. People do not have time for all of these meetings and sometimes they hear the same issues three times.

Chair Neely stated that her comments were more to the overall dialogue tonight.

With no further discussion, the vote on the motion passed unanimously.

9. Update on the Bureau of Land Management

Jim Kenna, State Director for the Bureau of Land Management (BLM), addressed the Regional Council on strategies and the direction he would like to see for federal lands in the State. Mr. Kenna reviewed the history of the organization and said that BLM is the agency most broad in its land management responsibilities of all the federal agencies.

Mr. Kenna stated that recently produced report, “The Arizona We Want,” closely relates to the functions of the BLM. He said that two goals in the report are the importance of the state’s natural beauty and a desire for increased involvement of the citizens.

Mr. Kenna stated that the BLM is responsible for 12.2 million acres of public land and 17.5 million acres of subsurface, such as gravel. He stated that the BLM’s landscape sustainability priorities are water, ecology, climate, and working landscapes.

Mr. Kenna addressed heritage resources and stated that under the national landscape conservation system, the BLM has an obligation to pass on to the next generation certain recreational and cultural amenities. He said that the BLM also has tribal relations with 22 tribes located in Arizona, and a goal is to elevate those relationships to a higher level. Mr. Kenna stated that this state has numerous historic and cultural properties.

Mr. Kenna addressed support to community life and stated that the BLM is very involved in sustainable energy, particularly solar energy in the southern part of the state and wind energy in the northern part of the state. He commented that there is a need to reinvent some energy infrastructure moving forward, however, this takes time and wildlife corridors and water systems need to be considered. Mr. Kenna stated that the BLM is putting together a road and trail network across the state. He said that the recreation piece is still a work in progress and the primary emphasis for the public safety piece is border safety because there is a lot of violent activity south of the border.

Mr. Kenna then addressed operational excellence by valuing the skill sets of employees and continuously improving the process year after year. He noted that a big piece of the BLM’s delivery system is partnerships and volunteers. Mr. Kenna stated that citizen advisory boards work on BLM projects and the BLM is proud of the fact that a large part of its delivery system is working with the citizenry.

Chair Neely commented that she has one of the most beautiful recreational areas in her district. Chair Neely stated that if not for the BLM, it would not be possible to have those types of areas. She remarked that the BLM works closely with government agencies to facilitate land swaps and serves a role in the economies of state and local governments. Chair Neely thanked Mr. Kenna for his service and for his excellent report.

10. Pinal County Comprehensive Plan

Jerry Stabley, Pinal County Planning Director, addressed the Regional Council on the Pinal County Comprehensive Plan. He reported that more than three years ago, the Morrison Institute surveyed community leaders on their vision for Pinal County. He noted that Pinal County then initiated an update of the Pinal County Comprehensive Plan.

Mr. Stabley reported that the Pinal County Board of Supervisors adopted the comprehensive plan update in November 2009. He pointed out that Pinal County is right in the middle of the Sun Corridor, and they anticipate much of the growth will take place in Pinal County. Mr. Stabley displayed maps developed by MAG that showed a population of five million in 2007 is projected to be ten million in 2040, and much of the growth will be converging in Pinal County from Maricopa County and Tucson. He added that the City of Chicago has a population of 10 million.

Mr. Stabley stated that the Pinal County Board of Supervisors created the Pinal County government vision to provide progressive and proactive leadership in the areas of economic development, state-of-the-art technologies, growth management and public services to promote healthy and safe communities.

Mr. Stabley stated that staff created a growth planning initiative, which is one of the major elements in the comprehensive plan update. He stated that the Morrison Institute completed its study in July 2007, and it helped Pinal County realize that the future was in their hands.

Mr. Stabley stated that the comprehensive plan is similar to a general plan. He said it is an official policy guide for physical development and conservation and a plan to anticipate and direct growth. Mr. Stabley stated that the comprehensive plan forms the base of the planning pyramid: without a strong foundation you cannot do good planning.

Mr. Stabley stated that the comprehensive plan is a community-driven plan, and he noted that nearly 2,000 people, including the development community, participated in 46 workshops, forums and other events. He stated that this resulted in the Pinal Vision and the comprehensive plan was based on that.

Mr. Stabley stated that sustainability makes this plan unique. The plan consists of economic, environmental, and social elements. Mr. Stabley stated that although not required, they included an economic development element, due to citizens' concerns for jobs for their children and grandchildren. He noted that economic development includes activity centers and an airport and pointed out the employment uses were designated in the plan. Mr. Stabley stated that places that would be very good for employment, such as proximity to an airport, freeways or rail, were not set aside in the past plan.

Mr. Stabley stated that Pinal County has not kept pace in job growth with the rest of the state. He noted that Maricopa and Pima Counties have grown at a similar pace yet have maintained or increased their ratio. Mr. Stabley stated that the economic stability of Pinal County hinges upon its ability to increase the jobs per capita ratio from 200 to approximately 500 jobs per 1,000 residents, which is the ratio in Maricopa and Pima Counties. He noted that if Pinal County continues to be a bedroom community, it will impact its ability to provide services, and he added that the goal is to bring more jobs to the region so there will be an opportunity for residents to live, work and play in their community.

Mr. Stabley stated that mixed use activity centers will help Pinal County accomplish job development. He explained that there are three levels: Low Intensity - approximately 100 acres with a mix of professional office, commercial, tourism and hospitality uses, as well as medium to high density residential. Mid Intensity - approximately 500 acres with a mix of clustered professional office, commercial, tourism and hospitality uses, medical, and medium to high density residential. High Intensity - approximately 1,000 or more acres with a mix of professional office, business parks, and industrial often in a campus-like setting, as well as high and medium density residential.

Mr. Stabley displayed a land use planning map and noted that the red dots indicated activity centers, and he commented that Pinal County is larger than three eastern states. He pointed out the light blue area is the area proposed for an airport, and indicated that the map included a list of activity centers and uses.

Mr. Stabley then returned to the airport he mentioned earlier and said that they are calling it an aviation-based commerce center. He described that they anticipate an airport the size of Tucson International Airport and it would be a supplemental airport to both Tucson and Sky Harbor airports. Mr. Stabley commented that they anticipate having a population in 30 to 40 years to support that size of an airport. He stated that the airport could be an economic development tool in their toolbox.

Mr. Stabley then addressed the social element, and stated that the comprehensive plan is unique in that it incorporates the general plans of the county's cities and towns. He stated that it is unusual for a county at this stage of development to plan for transit, but they focused on being able to link all of the activity centers and that is one of their long-term goals. Mr. Stabley added that by having a plan in place, they will be able to take advantage if an opportunity for transit presents itself.

Mr. Stabley addressed the environmental element and stated that the open space plan was adopted a couple of years ago, and shows a large portion of the eastern part of the County as protected open space. He added that they have plans for a regional park system, similar to Maricopa County's, but a lot of work is still to be done on this and they will be working with the State Land Department and property owners.

Mr. Stabley addressed the energy element by saying that Pinal County has a unique opportunity to be a leader in sustainability through prudent energy management. He stated that unlike many areas of the U.S. where the majority of the built environment is decades old, most of Pinal County's built environment has not yet been constructed. Mr. Stabley commented that using energy efficient materials and planning techniques is much easier and more cost effective for new construction than trying to retrofit older structures. Chair Neely thanked Mr. Stabley for attending the meeting and for the presentation.

Councilmember Cavalier commented that an arts and culture element needs to be added to the applied sustainability principles to be successful.

Mr. Smith expressed his appreciation to Mr. Stabley for his presentations to the MAG Management Committee and Regional Council and for sharing their vision on how they want to develop their county. He stated that in addition, Mr. Stabley gave the presentation when MAG visited Pinal County on December 17, 2009. Mr. Smith reported that at this meeting Mayor Smith commented that governmental agencies are the ones who care about borders – air quality does not care, traffic flow does

not care. Mr. Smith stated that a better relationship with Pinal County is needed because this region is connected to them in many ways.

Chair Neely asked Pinal County's current population. Mr. Stabley replied that the current population is approximately 350,000. Chair Neely asked the projected population. Mr. Stabley replied that the population is projected to be one million in 15 to 20 years, and he added that this could change due to the downturn in the economy. Chair Neely commented that DES reports that Arizona's total population exceeds six million and so Pinal County is a major factor in the area and everyone needs to be involved. She commented that at the tri-county group needs to do more joint transportation planning.

Mr. Arnett congratulated Mr. Stabley and the rest of the staff at Pinal County on completing the Plan. He stated that Mike Hutchinson, former Mesa City Manager, worked on this plan and particularly Superstition Vistas. Mr. Arnett stated that Pinal County worked very hard on this Plan to incorporate areas around the county and the information from the Hidden Valley and Hassayampa Valley studies. Mr. Arnett expressed his congratulations to Pinal County for stepping up and doing a great job.

Chair Neely thanked Mr. Stabley for a job well done. She said that she looked forward to working with Pinal County on future issues.

11. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

No requests were noted.

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Neely encouraged members to think about the Desert Peaks awards because there is not much positive in these economic times. She stated that this could be an opportunity to reward staff for their efforts.

Chair Neely stated that she was glad to have been a part of the Greening Water and Wastewater Infrastructure Workshop, and she was stunned that so many people attended. She expressed her thanks to staff for the hard work and to the League of Arizona Cities and Towns for their assistance.

Chair Neely stated that MAG is the Sun Corridor and that is where MAG's future lies. She stated that MAG needs to plan for that.

Chair Neely remarked that DES has big problems that will be magnified as the state works on the budget. She encouraged getting the DES issues in front of those committees who will be the most affected, such as the MAG Regional Continuum of Care Committee on Homelessness.

Mr. Smith extended his apologies that some members received their agenda packets late. He explained that MAG's postage machine was out of order and staff took the packets to the Post Office and applied stamps. Mr. Smith reported that passing the packets through the window created a security risk and this resulted in a delay delivering the packets.

13. Adjournment

There being no further business, Vice Chair Schoaf moved to adjourn, Councilman Esser seconded, and the meeting adjourned at 6:35 p.m.

Chair

Secretary